THE SCHELDEMUSCH PUSHER BIPLANE

40 h.p. Praga B. Engine

Span	22ft. (6.7 *m.*)
Length	17ft. (5.2 *m.*)
Height	8ft. (2.5 *m.*)
All-up weight	660 lb. (300 *kg.*)
Disposable load	220 lb. (100 *kg.*)
Maximum speed	85 m.p.h. (136 *km.h.*)
Cruising speed	70 m.p.h. (112 *km.h.*)
Stalling speed	37 m.p.h. (50 *km.h.*)
Rate of climb	500 ft./min. (2.5 *m./secs.*)
Range	220 miles (350 *km.*)
Landing and take-off run	75 yds. (about)
Makers	Aircraft Constructions, Ltd., Sidcup, Kent

musch turns almost exclusively on the rudder, and the stick is used merely to keep up the nose. Extraordinarily steep turns can, in fact, be made without touching the stick, and it was interesting to discover that the machine would sideslip to a useful extent, though the speed could not be kept well down in this manœuvre. However, it is not a very clean machine and any excessive speed is lost as soon as the nose is raised. For this reason the approach should be a very simple matter to the uninitiated; one simply points the machine at the part of the aerodrome where the landing is to be made and levels off, very roughly and in the old-fashioned manner, when the blades of grass can be distinguished. If the hold-off is made high the machine simply sinks into the ground and stays there, and if it is not made at all the results appear to be equally undisturbing.

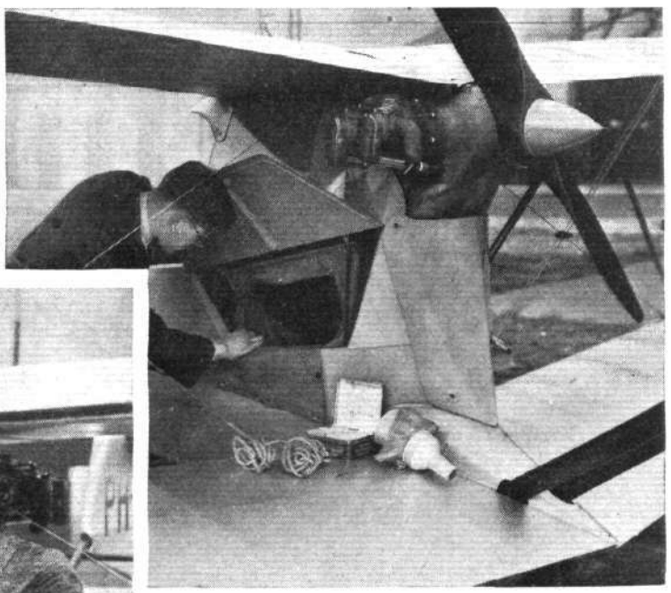
Demonstration Extraordinary

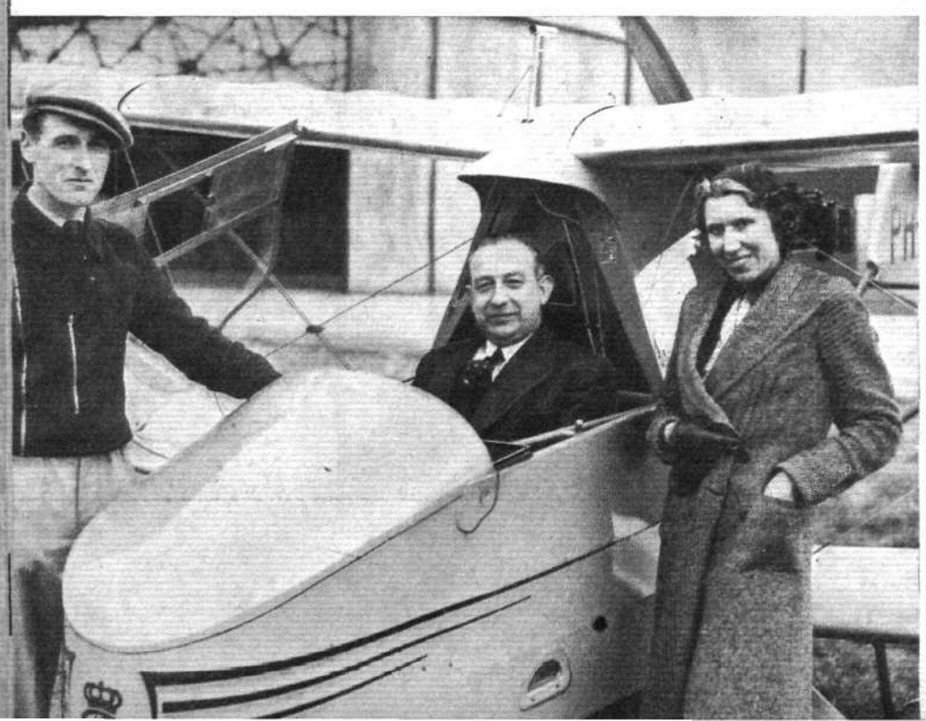
Mr. T. E. Slot, the designer, has a very remarkable repertoire of demonstration tricks near the ground which adequately show that the machine—at least with the engine working and in the hands of a pilot who knows it well—can be pushed about the air in a manner which is quite terrifying to the uninitiated. After watching one of these demonstrations I elected to do much the same sort of thing, but at a safe height of 1,500ft. When stalled as far as possible, engine on or off, the nose merely rises and falls against the horizon, and aileron control, though weak, remains there all the time. Within the inevitable reason, the Scheldemusch is foolproof. Probably if a pilot had the temerity to dive it steeply and then pull it up equally violently with full rudder one way or another it could be forced into something resembling a spin—though this, I was told, is merely a controllably steep spiral.

The position of the pitot head just above the centre-section in the demonstration machine was not conducive to accuracy, and the readings below 100 km.h. were certainly far from correct. The official figures are given in the table on this page. Three minutes' flying without noticeable loss of height on the metric altimeter and at an engine speed of 2,200 r.p.m. showed an A.S.I. reading of about 110 km.h. (68.5 m.p.h.). The machine, in any case, is designed for safe rather than for fast flying.

"Getatability": The nose of the Scheldemusch's nacelle is quickly removable to give access to the instruments and controls. (*Flight* photograph.)

Arrangements have been made for the manufacture and sale of the Scheldemusch in this country by Aircraft Constructions, Ltd., of Sidcup, Kent, and the price over here will be in the region of £300. The manufacturers, N. V. Koninklyke Maatschappy "De Schelde," produce a miniature flying-boat which might interest a few owners. Perhaps in due course we shall see that. H. A. T.





(Above) The baggage bag—a rather surprising piece of accommodation disclosed by the opening of a panel in the Scheldemusch.

(Left) Mr. T. E. Slot, the designer, in the cockpit of the Scheldemusch. On the left is Mr. R. G. Doig, managing director of Aircraft Constructions, Ltd., who are to build the machine in this country. On the right is his business partner, Miss I. Robins. (*Flight* photographs.)